

INFORMATION REPORT

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SUBJECT City of Pervomaisk

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SUPPLEMENT TO  
REPORT NO.

City of Pervomaisk (48° 04'N, 30° 52'E)

1. Attachment I is a sketch map of the city of Pervomaisk. The explanation of the sketch is as follows:

No. 1 is the Odessa-Kharkov railroad, which is a double-track line.

No. 2 is a small river named Sinukin. It is 30 - 40 meters wide and about two meters deep.

No. 3 is a small river named Bukh (sic), which is 40 - 50 meters wide and about three meters deep. It joins the Sinukin River at a distance of about 500 meters from the steel bridge (No. 6).

No. 4 is Lenina Street, which is paved with stone. It is 10 - 12 meters wide, including the sidewalks.

No. 5 indicates two similar wooden bridges. They are about 50 meters long and 4-5 meters wide. These bridges are old and are not strong. Three-ton trucks cross them only with the greatest caution.

No. 6 is a steel bridge which is about 200 meters long and wide enough for two railroad tracks. This bridge has guards stationed at the approaches. They prohibit pedestrians from crossing the bridge.

No. 7 is the railroad station. It is a two-story brick building measuring about 40 by 20 meters. This building was destroyed during the war and has been under repair since the summer of 1948.

No. 8 is Sevochenko Street, which runs from the railroad station to the river. This road is paved with stone and is six meters wide, not including the sidewalks on either side, each of which is about three meters wide. This is the main street of the city.

No. 9 is the city hall, which is housed in a three-story stone building measuring about 40 by 25 meters.

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No. 10 is a park called Sevchenko.

No. 11 is the post office, which is housed in a one-story stone building measuring about 15 by 10 meters.

No. 12 is the police (militia) station, which is housed in a two-story stone building measuring about 25 by 15 meters.

No. 13 is the 25th of October Factory.

2. Informant states that Pervomaisk used to consist of two villages, one of which was called Olgopol. Olgopol extended from the Sinukin River to the north and was inhabited by Ukrainians. The other village was named Golda and extended from the Bulh River toward the south in the region of the railroad station and was inhabited by Jews. Now the city of Pervomaisk is inhabited by thirty or forty thousand Ukrainians and Jews.

25th of October Factory in Pervomaisk

3. This factory is located toward the southeast edge of the city. It is about 1,500 meters from the railroad station of Pervomaisk.
4. The factory makes Diesel engines of various sizes up to 10,000 h.p. The production is estimated at 15 - 16 engines per month.
5. Informant says that in 1948 the factory was producing only large Diesel engines. Each Diesel engine was placed in a large box and was carried on a three-ton truck to the railroad station. It was then sent to the interior of Russia.
6. During the Tsarist regime this factory was owned by a German named Gen (sic), as was also No. 47 on the sketch map of the city of Odessa.\*
7. The factory uses 15 - 20 trucks for its transport work. It works in three shifts: from 8 a.m. to 12 noon and 1 p.m. to 5 p.m.; 5 p.m. to 1 a.m.; and 1 a.m. to 8 a.m. The factory works continuously seven days a week (sic; despite one-hour break referred to in this same paragraph).
8. All the workers in this factory are residents of the city of Pervomaisk and are Russian citizens. The workers are paid according to the individual's production (on a piece-work basis). The technicians receive 1,200-1,500 rubles per month, and the unskilled workmen receive 400-500 rubles per month.
9. All the employees eat at a mess in the factory. They pay according to the food they eat, just as in an ordinary restaurant.
10. Attached is a rough sketch of the plan of the 25th of October Factory. The explanation of this plan is as follows:
  - No. 1 is the entrance to the factory. It is guarded by a sentry both night and day. The door is of steel and 3-4 meters wide.
  - No. 2 is a brick wall .30 meter thick and 2.5-3 meters high. It encloses the factory area, which is almost a square, measuring about 100-125 meters on a side.
  - No. 3 is a two-story stone building measuring about 20 by 15 meters. It is used for the offices of the factory, which employs about 50 clerks.
  - No. 4 is a two-story stone building measuring about 40 by 20 meters. It houses the main part of the factory.
  - No. 5 is a one-story stone building measuring 20 by 15 meters. It is used as the dining room and kitchen of the factory.
  - No. 6 is a two-story brick building measuring about 60 by 25 meters. Construction of this building was begun after the war. It was completed at the end of May 1948. Informant worked on the construction of this building from two to three weeks when the 25th of October Factory was built. It was said that it was to be a part of the factory.

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would begin operations in October 1948.

- No. 7 indicates two one-story brick buildings measuring about 20 by 10 meters. They are parts of the factory, in which the initial steps in the construction of the engines take place. In one of these buildings there is an electric generator.
- No. 8 is a one-story brick building measuring about 15 by 10 meters. Within this building is housed the FZO (factory training school). About 100--150 students, who are trainees for the factory, are enrolled in the school. Preparations were begun to convert it into a two-story building, so that it might be more adequate for the needs of the students.
- No. 9 is a place where the foundations of a building were laid on 1 June 1948. This building is to be a part of the factory. The dimensions of the foundation are about 75 by 30 meters. The foundations were made of concrete and stone. First a layer of large stones was laid, upon which the concrete was poured. On the concrete was laid another layer of large stones. This process followed until the total thickness of the structure reached 2.5--3 meters above the surface of the earth. The foundation wall is about one meter thick. Informants worked on the construction of the foundations of this building from 1 June 1948 until their departure from Pervomaisk. They say that by the middle of August 1948 half of the foundations of this building had been completed and excavation for the other half had been started. The workmen talking among themselves said that this building would be completed in 1949 or 1950.
- No. 10 indicated two similar one-story wooden buildings measuring about 15 by 10 meters each. They were used to store lumber and other materials.
- No. 11 is a one-story building of brick. It is old and higher than the other one-story buildings. It measures about 30 by 15 meters. Informants say that carpenters and cabinet-makers worked in this building. They do not know details, but they believe that it was used as a warehouse for the imported machinery and the spare parts for the factory.

Administration of Construction Establishment No. 7  
in Pervomaisk

11. Informants do not know details regarding the administration of Construction Establishment No. 7 of Construction Trust No. 4 of the Ministry of Heavy Machine Industry. They say only that this administration, located in Pervomaisk, was subordinate to the city of Odessa, which was subordinate to Moscow.
12. The manager of the work done within the factory area of the 25th of October Factory was Buligin, who was a Russian and a registered member of the Communist Party. Informants heard that one Astronomov was chosen by the personnel to be assistant manager. There was another assistant manager, a Jew whose name informants have forgotten. The latter was responsible for materials and for transportation in general.

Railroad System

13. The Odessa-Pervomaisk-Znamenka-Kharkov railroad line has a double track throughout. Trains run as follows:
- a. Daily the Znamenka-Odessa passenger train passes through Pervomaisk; it leaves Znamenka at 2:30 p.m. and arrives in Odessa at 4 a.m. of the following day.

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- b. Daily the Znamenka-Odessa passenger train leaves Odessa at 12:30 a.m. and reaches Pervomaisk at 1:30 or 2 p.m. on its way to Znamenka.
- c. Daily at 7 p.m. the Kharkov-Odessa train passes through Pervomaisk; it arrives in Odessa at 8 a.m. of the following day.
- d. Daily at 9 a.m. the Kharkov-Odessa passenger train leaves Odessa; it arrives in Pervomaisk at 8 p.m. of the same day on its way to Kharkov.

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